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FAA-04-18787-4

Transport and Water Management Inspectorate

Civil Aviation Authority Netherlands

Airworthiness Directive of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

DEPT. OF TRANSPORTATION
DOCKETS

TR

Correspondence address

P.O. Box 575, 2130 AN Hoofddorp, The Netherlands

Caution

In accordance with the Aviation Act 2001 (Wet Luchtvaart), Article 3.22, the following Airworthiness Directive (BLA) is issued by the Minister of Transport, Public Works and Water Management. Airworthiness Directives affect aviation safety. These are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements thereof.

BLA nr. 2003-037 2004 AUG -9 P 12 (A)
Date March 31, 2003
FOKKER SERVICES B.V.
(formerly Fokker Aircraft B.V.)
Model F.27 series
CAA-NL Type Certificate Nr. A22F

FLIGHT CONTROLS - AILERON SPRING TAB BALANCE UNIT - INSPECTION/REPLACEMENT

Description :

Recently, the CAA-NL received a report from an operator where the crew of an F.27 "Friendship" had to apply aileron trim during heavy turbulence in flight. After landing, inspection revealed that the left-hand aileron was hanging down one inch (approx. 25 mm). Subsequently, a detailed inspection uncovered damage to the stop of the aileron spring tab. In addition, the skin was damaged due to overtravel of the push-pull rod. After removal from the aircraft, the affected aileron was inspected closely and a crack was found in the upper inboard attachment lug of the aileron spring tab balance unit housing. Investigation of the magnesium housing of the aileron spring tab balance unit showed that the crack had most likely started as a result of corrosion. Failure of this lug caused deformation in the aileron at the attachment points of the spring tab balance unit, resulting in a permanent deflection of the spring tab. This condition, if not corrected, could lead to further incidents of diminished control of the aircraft in turbulence. In addition, failure of all four attachment lugs could result in total loss of roll control for the affected wing. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this BLA requires the inspection and, if cracks are found, the replacement of the aileron spring tab balance unit.

Applicability : Fokker Aircraft B.V. Model F.27 Mk.100 through Mk.700 series, all serial numbers

Effective date : May 1, 2003

Compliance : Required as indicated, unless accomplished previously.

Within the next two years after the effective date of this directive, inspect and, if necessary, replace the aileron spring tab balance units in accordance with Part 2, Accomplishment Instructions of Fokker Service Bulletin F27/27-137 dated March 19, 2003 or later CAA-NL approved revision.

Remarks :

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; e-mail technicalservices.fokkerservices@stork.com.
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).

Address inquiries concerning this AD to :

Aircraft Division, Section C&D; telephone +31-23-566-3155; facsimile +31-23-566-3006; e-mail Info.Register@ivw.nl.

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